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**CENTRAL INTELLIGENCE AGENCY**

REPORT NO.

# INFORMATION REPORT

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COUNTRY Czechoslovakia

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25X1 SUBJECT Cierna pri Cop Transfer  
Point

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SUPPLEMENT TO  
REPORT NO.

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1. A sketch  of the Czechoslovakian border station of Cierna pri Cop, which is also called Cierna nad Tisou. \*

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\* Comment. For sketch of the station, see Annex 1. The sketch, although not quite clear in all its details, gives a fair survey of the installations added to the Czechoslovakian transfer point of Cierna on the Soviet border in the Carpatho-Ukraine during the course of the past two years. It is one of the four transfer points located in this area, the other three being Cop and Munkacs in the U.S.S.R., and Zahony in Hungary. See Annex 2. Almost the entire commercial and military rail traffic between the U.S.S.R. and Czechoslovakia is via Cop-Cierna. For this reason the improvement of this former minor station was accelerated by Czechoslovakia. The 1948 plan provided for the following installations: Enlargement of the station to a size of 3,000x1,000 meters; an expansion of the trackage to 96 tracks; the construction of four ramps, each 1,200 meters long, equipped with cranes; and the construction of the necessary operational facilities, storage sheds and dwellings. Through this plan the Cierna railroad transfer point was to be given a daily capacity of 300 freight cars. The one hundred tracks estimated [ ] roughly agrees with the number of tracks called for in the 1948 plan. The actual arrangement of these tracks is probably different from that reported [ ]

[ ] It is assumed that the available standard and broad-gauge tracks alternate, and have loading ramps, such as those mentioned above, between them. This is shown on Annex 1. Detailed information on the conversion process which is probably performed in the Assembly "all was previously reported. [ ] The information that the railroad line from Cierna pri Cop via the Soviet Cop to Uzhorod is still standard gauge is probably correct. This line still has no connection with the Soviet broad-gauge system in Galicia because the war damage in the Carpathian Mountains was not repaired. Although [ ] the Cop-Batovo-Munkacs line has only a single track of Soviet gauge, it is believed that this line has both a standard and a broad gauge track because, according to statements by repatriated PWs, Munkacs is still being used as a Soviet transfer point from broad to standard gauge; and the Czechs, with the consent of the Soviets, still conduct standard gauge operations on

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the Cierna-Cop-Datovo-Chust line for their trade relations with Rumania.  
See Annex 2.

2 Annexes: 2 sketches.

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